MODELS: Schweizer Army TG-3A Glider, 2 PCLM

T.C. NUMBER: G-2-11 (Approved 2/27/47)

Class I or Class II Type Glide or dive - 90 mph True Ind. Spoilers open - 90 mph True Ind. Airspeed limits Auto-winch tow - 63 mph True Ind. Airplane tow - 90 mph True Inc. (+16.5) to (+21.4)C.G. range Wing leading edge at root Lugs on left of fuselage frame, aft of rear cockpit Datum Leveling means 1100 lbs. as Class I Maximum weight 1200 lbs. as Class II 2 (1 at -28 and one at +30) No. seats None Baggage Down 29 degrees Down 19 degrees Up 29 degrees Control surface Elevator Up 11 degrees Elevator trim tab movements Up 31 degrees Down 14 degrees Aileron Up 90 degrees Down 0 degrees Spoilers (top) Down 82 degrees Left 28 degrees Up 0 degrees Right 26 degrees (bottom) Rudder Rudder trim tab Right 24 degrees Left 11 degrees Stabilizer Fixed Serial numbers eligible All AAF numbers Items 301, 302, 401 Required equipment SPECIFICATIONS PERTINENT TO ALL MODELS:

Certification basis Airworthiness Certificate only (CAR 5.031)

EOUIPMENT:

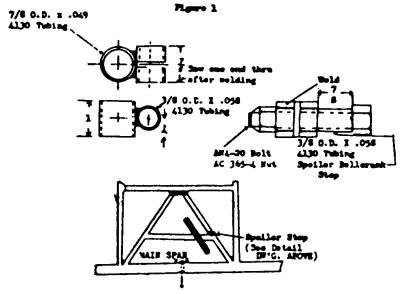
Landing Gear

iing -	Gear	
301.	. Wheel (Goodyear GH/MBM)	(+27)
302.	Tire (Goodyear 6.00-6 4-ply)	(+27)

Interior Equipment

401. Airspeed indicator (-50)

- NOTE 1. A weight and balance report including a list of equipment included in the certificated empty weight must be submitted for each glider with original inspector's report and each subsequent report covering change in equipment. Each glider must be weighed to determine its weight and balance prior to original certification unless satisfactory army weight and balance report is available.
- NOTE 2. Prior to certification as a civil aircraft the following must be accomplished:
 - (a) The following placard, as determined by the weight and balance report, must be installed in full view of the pilot:
 - (1) Solo Use front seat only -
 - Minimum Weight, Pilot and Parachute --- lbs. (2) Dual - Front Seat - Minimum Weight, Pilot and Parachute --- 1bs. Rear Seat - Maximum Weight, Occupant and Parachute --- lbs.
 - (b) Rudder and elevator trim tab controls must be marked to indicate direction of rotation or position of tab.
 - The manufacturer's serial number and the date of conversion to certificated status must be included on the nameplate.
 - A stop should be installed in the spoiler system in accordance with Figure 1.
 - The airspeed pitot head should be located in accordance with Figure 2.
 - Disconnect electrical system, remove dry batteries and position of light bulbs.



APPROT SPOTES STOP TO CIVE SPOTEST A MAID NEW OF 90 DECEMBES VENTICAL WITH GLICES DE PLICET POSITION

